by Hotel Clerks of Various Cities.

from Many Places, Government Attorneys An-

Indianapolis, Oct. 10 .- For the first time since he confessed to dynamiting, Ortic all packages, whatever their contents and E. McManigal, before a jury in the "dy- whatever the distance of transportation. namite conspiracy" trial to-day, was identisled by hotel clerks as having visited various cities at times when explosions

H. E. Pearce, of Kansas City, Mo., in the pages of a hotel register traced "J. W. McGraw" as having registered at a Kansas City hotel, August 20, 1910, three days before McManigal blew up a portion of a \$1,500,000 bridge across the Missouri by W. Bert Brown, of Kansas City, and

James B. McNamara. "Do you see McGraw in the courtroom?" asked James W. Noel, special Assistant District Attorney.

"That's the man," said Pearce, pointing to McManigal.

This line of testimony was followed by the government as tending to carry out McManigal's statement that he actually caused the explosions detailed in his confession, for which the government charges members of the executive board of the International Association of Bridge and Structural Ironworkers paid him at the rate of \$200 a "job."

R. J. Quigley, of Duluth, identified Mc-Manigal as a visitor at a Duluth hotel in July, 1910, shortly before an explosion at Superior, Wis. F. W. Gates, said Mc-Manigal, was the "J. G. Bric," who frequently registered at a hotel at Rochester, Penn., near which quantities of nitroglycerine were discovered, hidden in

McNamara Activities Traced.

The activities of James B. McNamara on his return to Indianapolis after blowing up the Los Angeles Times Building were also traced in hotel registers. At the suggestion of his brother James B. took the name of "Frank Sullivan," dropping all the aliases he had used on the Pacific of Los Angeles County, identified photographs of both the McNamaras. This was done, it was announced to the jury, "be cause the McNamaras were detained in San Quentin Prison in California and could not be present."

In presenting great bundles of telegrams, which were identified by managers of telegraph offices from many parts of the country, but the contents of which were withheld until later, the government attorneys said it would be shown that arrangements for the Pacific Coast explosions were carried on by telegraph, that Olaf A. Tveitmoe and Eugene A. Clancy, of San Francisco, and J. E. Munsey, known as "Jack" Bright, of Salt Lake City, communicated about the exand Munsey, "worried over the search for James B. McNamara.

Francisco." Coggins said the telegram prior to 1900. filed had been destroyed.

to Boston, decided to destroy certain evidence relative to various Pacific Coast explosions, and that he sent a "clean house" labor headquarters.

Telegraph Message Identified.

A telegraph operator at Sparks, Nev., identified a message signed "Clancy" sent from there on October 26, 1910, as fol-

"J. B. McNamara, Chicago. "Will arrive in Chicago Saturday 1 o'clock Meet me there."

The message, the government charges, tends to connect Clancy with efforts to hide "The Los Angeles Times" dynamiter after Clancy became alarmed over the search being made on the Pacific Coast. In response to instructions from Her-

bert S. Hockin, one of the defendants, the government charged McManigal sent a telegram to L. A. Noel, Detroit, as fol-"Sold stock at Boston March 28, Ho-

produced. Explosions occurred at Boston tour which extended to Chicago.

and Hoboken on those dates. A telegram sent by Ortic McManigal on March 24, 1911, from Omaha to J. J. Mc-Namara, Indianapolis, was produced. It

"Kindly send me hundred-dollar check R. WOODS." to Lincoln, Neb. This, according to McManigal, was

agreed on as the signal that he was ready to blow up the new courthouse at Omaha, so J. J. McNamara could instruct J. B. McNemara to blow up a plant at Columbus, Ind., the same night. Henry W. Legleitner, now of Denver,

was alleged to have sent from Pittsburgh a telegram saying: "Can I come to headquarters? Important." This was, according to the government's charges, a short time before Legleitner appeared at the ironworkers' headquarters in Indianapolis with a fibroid suitcase in which nitroglycerine had been carried.

Managers of telegraph offices at Spokane, Seattle, Portland and San Francisco testified that telegrams sought by the government had been destroyed.

MAY HE MARRY 2D COUSIN?

Prospective Bridegroom Puts Question to Dr. Lederle.

"Is it ever permissible for a man to marry the daughter of his first cousin?" This is not a question submitted to an terday: authority on advice to the lovelorn, but to Health Commissioner Lederie, who received a communication yesterday from a prospective bridegroom in this city

a prospective bridegroom in this city making that inquiry.

There were other; questions, too, but that was the main one, and to give the health official sufficient data to work on, in view of his answering the question, a bit of family history was injected.

The bridegroom-to-be said he was eight years older than his flancée. No intermarriages had ever occurred before in the family, which was an old New England one, whose members had always been as "healthy as wooden Indians," and lived to ripe old ages.

The communication concluded with the expression that any information relative to the point in question would be awaited with pleasure.

Confessed Dynamiter Identified Secretary of Postal Progress League Says Companies Favor Europe.

JOBS ARRANGED BY WIRE COURTS' CRITIC SCOLDED

To Be Proved by Telegrams St. Louis Man Asks Commerce Commission to Enforce Even More Drastic Reductions.

Washington, Oct. 10 .- A flat charge for was advocated by James L. Cowles, secretary of the Postal Progress League, on the resumption to-day of the express rate hearing before the Interstate Commerce

Mr. Cowles said the American Express Company at present was carrying parcels from Europe up to eleven pounds' weight at a flat rate of 27 cents to any part of functions will not be so extensive. the United States. He believed that such River, which, he says, was arranged for service could be given to the people of provided their business was managed efficiently.

"One trouble is that there is no efficiency in the car service," he insisted. 'The Railway Age' has pointed out that the average return from a car is about \$250 a day and that its average daily mileage is only sixteen miles. Why, the modern freight cars do not earn as much as the old-fashioned stage coach earned

half a century ago." C. L. Delbridge, of St. Louis, who said he appeared for "one hundred million uncrowned kings and queens of America, urged the commision to enforce even more drastic reductions than those proposed. He related some of his own experiences in which he said he had received no satisfaction either from the companies or from the courts.

"I have ceased practising in half the courts," he declared, "because I found them to be merely the refuge of thieves and murderers."

Chairman Prouty interrupted with an admonition to Mr. Delbridge not to be so critical of the courts.

The statements to-day covered a wide range of views, various representatives of shippers occupying most of the time. Walter Drew, of Madison, Wis., speaking for the Master Bakers' Asociation, urged that no disturbance of the existing spe-Coast. H. M. Spinning, a deputy sheriff cial rates on bread be permitted. His contention will be made the subject of a

Says St. Louis Is Favored.

T. K. Redchick, of the Memphis Freight Bureau, said the proposed rates favored St. Louis as against Memphis, an active competitor of the Missouri city for West ern business. He urged that the inequalities in rates be adjusted.

B. L. Fairchild, speaking for the Boston Chamber of Commerce and several New York commercial bodies, vigorously insisted that the case should not be reopened to permit the railroads to become interveners.

Frank Lyon, formerly an attorney for the commission, maintained that the railplosions in telegrams, and that Clancy roads ought not to be permitted to intervene in the case, because the express the dynamiters," sent back and forth companies were the natural principals, messages concerning the whereabouts of and the rail carriers were merely the agents of those companies. He pointed J. B. Coggins, of San Francisco, was out that the railroads, as shown by statisasked to produce a telegram reading tics he presented, were receiving at pres-'clean house" and "sent by Clancy, from ent quite 25 per cent more revenue from Boston, to No. 27 Excelsior avenue, San their express business than they received

Walker D. Hines, for the express com The government charges that, on read- panies, began the closing argument with ing of the loss of life at "The Los Angeles | an elaboration of his first statement, that Times" disaster, Clancy, then on a visit the express companies would suffer not only serious losses, but would be confronted by a heavy deficit, if the proposed rates were made effective. While the message both to his home and to his companies, he said, had made prior to 1887 12 or 14 per cent in profits, the per-centage of actual profit for 1912 thus far was less than 4. Mr. Hines had not finished when the commission took a recess

AWAITING MEN OF TRADE Delegates from Foreign Cham

bers of Commerce Coming Here. About four hundred of the delegates from fifty-eight countries to the fifth International Congress of Chambers of Commerce and Industrial Associations recently held in Boston will arrive in this city on Thursday. Some of these delegates were appointed by their governments,

others by commercial organizations in their respective countries, and all are men of prominence and influence in the business world. They will reach this city A telegram bearing those words was by way of Philadelphia, at the end of a The programme for their entertainment here is as follows:

October 17.

11 a. m.—Delegates arrive at Pennsylvania Station, escorted by members of reception committee. They will be conveyed by automobile to hotels, where rooms have been reserved for them.

2 p. m.—Automobile tour of Manhattan from Washington Square to 155th street.

8 p. m.—Delegates attend performance of "Under Many Flags" at the Hippodrome.

October 18.

9 a. m.—The delegates will be escorted from hotels to steamer Hendrick Hud-son at the Recreation Pier, foot of East 24th street, for a trip by water through the harbor and the East River and the

North River.

Fire boat drill at the Battery.

1 p. m.—Luncheon at Chamber of Commerce, No. 65 Liberty street.

Luncheon in Chamber of Commerce Building for ladies accompanying dele-

gates.

3:20 p. m.—Delegates will leave Chamber of Commerce Building in automobiles and proceed northward by a route which will include Broadway, Madison, Fourth and Fifth avenues.

4:30 p. m.—Reception at United Engineering Societies' Building, No. 23 West 35th street. Addresses by Mayor Gaynor and representatives of commercial organizations, with responses on behalf of the delegates.

BUSINESS TROUBLES.

The following petitions in bankruptcy were filed in the United States District Court yes-

JACK COHEN, wholesale dealer in Jewelry, No. 125 Canni street (involuntary). Creditors; Willy R. Vogeler, \$1,148; Herman Lavy, \$459; Isidore Bochner, \$12. Archibaid F. Slinger-land, receiver. Liabilities, \$40,000; assets, \$2,-SAMUEL BACKHAUT and NATHAN STEIN-FELD, composing the firm of S. Backhaut & Co., manufacturers of furs, at No. 110 West 26th street (involuntary). Creditors: Mike Mautner, 8114; Speir & Periberg, 8619; A. M. Kirschner, \$507. It was alleged that they are insolvent and made preferential payments of 83 500. insolvent and made preferential payments of \$8,600.

MORRIS PALESPER, wholesale dealer in millinery supplies, at No. 51 Bond street (involuntary). Creditors: Meyer Cohen, \$711; the Nathan Schneider, \$320; Elias Kalser, \$19. In Itabilities are said to be \$4,000; assets, \$1,500. ISRAEL FRIEDMAN, dealer in ciording, at la No. 1961 Second avenue (involuntary). Creditor: Louis Greenwald, \$223; Hyman Schulman, \$212; B. Weinberg & Son, \$71. Liabilities, \$5,000; arcets, \$2,000.

ARMY AND NAVY NOTES

Army Nearly Completed.

[From The Tribune Bureau.] Washington, October 10.
TO EXPEDITE MOBILIZATION. -Plans for the reorganization of the army with a view of dividing it into three divisions-eastern, central and westernare being worked out by the Secretary of War and the General Staff, and it is expected that the task will be completed within a few weeks.

possible.

Secretary Stimson declared to-day that will be the first time in the history of the department that the United States has had basis. He said the establishment of the divisions will not mean the abolishment of the several departments, although their

MUST RETURN TO COMMANDS. this country at a profit to the carriers, Judge Advocate General Crowder to-day enstruction of the "detached service" from command" must be taken literally troop, battery or company will be rebelow the grade of major, who has been absent four years out of the preceding

> About six hundred officers will be affected by the law, which becomes effective December 15. Of these 150 now stationed at the War Department will have to go back to their commands immediately. Officers serving as attachés of legations abroad, with recruit and prison companies and at service schools, will not be immune from the provision. Reports quoted by General Crowder show there is a strong feeling in the service that the evil of continuous detached service has greatly impaired the efficiency of the

ORDERS ISSUED-The following orders have been issued:

ders have been issued:

ARMY.

Major EVAN M. JOHNSON, JR., infantry, releved as inspector in organized militia of New Jersey, to office chief of division of militia affairs, Washington.

Captain JOSEPH E. CUSAR, quartermaster corps (commissary), from purchasing commissary, San Antonio, and as assistant chief commissary central division, in addition as commissary Fort Sam Houston.

Captain GEORGE J. HOLDEN, 13th Infantry, to Philippines, sailing from San Francisco February 5.

First Lieutenant HOLLIS L. R. MULLER from 156th to 101st Company, coast artillery.

Pirst Lieutenant ISAAC E. TITUS, from 78th to 156th Company, coast artillery.

Pirst Lieutenant ISAAC E. TITUS, from 78th to 156th Company, coast artillery.

Pirst Lieutenant ISAAC E. TITUS, from 78th to 156th Company, coast artillery.

Pollowing assignments of officers of quartermaster corps, officers of quartermaster quartermaster, to Eastern division, as chief quartermaster.

Majors WILLIAM B. ROCHESTER (paymaster), WILLIAM E. HORTON (quartermaster), WILLIAM E. HORTON (quartermaster), WILLIAM E. HORTON (quartermaster), WILLIAM E. HORTON (quartermaster), WILLIAM E. HORTON (accumissary) and Captain BRYANT H. WELLS (quartermaster), to Eastern division, as assistants to chief quartermaster.

Colonel JOHN L. KLEM (assistant quartermaster general), to central division for temporary duty as other quartermaster until relieved by Colonel ABIEL L. SMITH (assistant commissary general), thence to office chief of the quartermaster corps, Washington.

ington.

Jonel ABISI, L SMITH (assistant commissary general), from army transport service, New York City, to Chicago, as chief quartermaster Eastern Division, relieving

Colonel KLEM.

deutenant Colonels FRANK F. HASTMAN (deputy commissary general), DANIEL E. M°CARTHY. (deputy quartermaster general) and JAMES B. HOUSTON and BEECHER B. RAY (deputy paymaster generals) and Captain JOSEPH F. GOHN (quartermaster), to central division, as assistants to chief ourstermaster.

The purpose of the reorganization is to expedite mobilization in the event of war by placing each division in command of an officer and sub-dividing the divisions, so that there will be concerted action when a mobilization order is given. Under the present system numerous more or less complex orders to various widely separated posts are necessary for the mobilization of an army, and delays are quite

when the new system is put into effect it real army organized on a practica!

submitted to the Secretary of War his provision of the new army bill. General Crowder holds that the term "absent and that actual presence for duty with quired of every officer of the mobile army

quartermaster.

Colonel FREDERICK VON SCHRADER (asalstant quartermaster general) to Western
Division as chief quartermaster.

Colonel HAMILTON S. WALLACE (assistant
paymaster general). Lieutenant Colonel
CHARLES R. KRAUTHOFF (deputy commissary general). Major GEORGE E.
STOCKLE (quartermaster) and Captain ORRIN R. WOLFE (quartermaster) to Western
Division as assistants to chief quartermaster.

Major B. FHANK CHEATHAM (quartermaster) to Department of Hawaii as chief quartermaster.

Captains DAVID B. CASE (commissary).

termaster.
Captains DAVID B. CASE (commissary).
ELEUTHEROS H. COOKE (paymaster).
CLYFFARD GAME (quartermaster) and
FRANK B. EDWARDS (quartermaster) to
Department of Hawaii as assistants to chief

Department of Hawaii as a separatement of Hawaii as a quartermaster. Leutenant Colonel MOSES G. ZALINSKI (deputy quartermaster, New York depot, quarter-master, New York depot, quarter-master, New York depot, quarter-master. master corps.

Miniature Almanac.

Miniature Almanac.

Miniature Almanac.

Surrise, 6:07; sunset, 5:27; moon rises, 6:54

RALPH S, GRANGER (quartermaster) and moon sets, —; moon's age, 1.

JACK HAYES (commissary), to depot quartermaster, New York City, as assistants.
Colonel WILLIAM H. MILLER (assistant quartermaster), assigned depot quartermaster general, Seattle depot, quartermaster corps.
Major HUGH J. GALLAGHER (commissary), Captains WILLIAM D. CHITTY (quartermaster) and WILLIAM M. GOODALE (paymaster), to depot quartermaster, Seattle, as assistants.

olonel GONZALES S. BINGHAM (assistant quartermaster general), assigned depot quartermaster general, Jeffersonville depot, quartermaster constitution of the constituti quartermaster corps.
aptain HOWARD R. PERRY (quartermaster),
report depot quartermaster, Jeffersonville, as Lieutenant Colonel JOHN T. KNIGHT (deputy

Lieutenant Colonel JOHN T. KNIGHT (deputy quartermaster general) assigned depot quartermaster. San Francisco depot, quartermaster termaster. San Francisco depot, quartermaster corps, and as general superintendent army transport service at San Francisco.

Majors WILLIAM H. HART (commissary). CHARLES E. STANTON (paymaster) and HENRY T. FERGUSON (quartermaster); Captains GEORGE MD. WEEKS (commissary) and ARTHUR CRANSTON (quartermaster), report depot quartermaster, San Francisco, as assistants.

Captains FRANK D. ELY (quartermaster), JAMES V. HEIDT (quartermaster), ALEXANDER J. MACNAB (quartermaster) and HUGH K. TAYLOR (quartermaster), report general superintendent army transport service, San Francisco, as assistants.

transport service, San Francisco, as assistants.
Lieutenant Colonel GEORGE E. DOWNEY
(deputy paymaster general), assigned depot quartermaster general, Washington,
quartermaster corps,
Majors HENRY G. COLE (commissary) and
JAMES E. NORMOYLE (quartermaster),
Captain SAMUEL F. DALIAM (paymaster), report depot quartermaster corps,
Washington, as assistants.
Colonel JOHN E. BAXTER (deputy quartermaster general), assigned depot quartermaster, Omahs.
Captain FREDERICK G. STRITZINGER, Jr.
(quartermaster), to depot quartermaster,
Comaha, as assistant.

aptain FREDERICK G. STRITZINGER, Jr. (quartermaster), to depot quartermaster, Comaha, as assistant. Jeutenant Colonel DAVID S. STANLEY (deputy quartermaster general), assigned depot quartermaster, St. Louis depot quartermaster corps. aptains WILLIAM ELLIOTT (commissary), WILLIAM H. WILSON (quartermaster) and EARLE W. TANNER (paymaster), report depot quartermaster, St. Louis, as assistants. Kansas City. Venezia. C of St Louis....

Report depot quartermaster, Commissary), assigned depot quartermaster, Chicago depot quartermaster corps (now office of purchasing commissary).

Captain ROY B. HARPER (commissary) report depot quartermaster, Chicago, as assistant.

Captain WILLIAM O. SMITH (quartermas-

sistant.
Captain WILLIAM O. SMITH (quartermaster), assume charge New Orleans office, quartermaster corps, vice Major FRANK H. LAWTON (commissary).
Major WILLIAM R. GROVE (commissary), assume charge Kansas City office, quartermaster corps.
Major ARTHUR W. YATES (quartermaster), assume charge Portland office, quartermaster safety, assume charge Portland office, quartermaster master corps.

termaster corps.

Major WILLIAM G. GAMBRILL (paymaster), assume temporary charge Denver office, quartermaster corps.

Captain SALMON F. DUTTON (commissary), report officer in charge Denver office, quartermaster corps, temporary duty as assistant, eutenant Colonel THOMAS C. GOODMAN

(deputy paymaster general), assume tem-porary charge Atlanta office, quartermas captain JOHN J. RYAN (paymaster), report officer in charge Atlanta office, quarter-master corps, temporary duty as assistant. Licutenant Colonel GEORGE B. DAVIS (deputy commissary general), relieved as purchasing commissary, St. Louis; turn funds and property over to Lieutenant Colonel DAVID S. STANLEY (deputy quartermaster general), and proceed to Boston, and assume charge Boston depot, quartermaster corps, vice Lieutenant Colonel THOMAS CRUSE (deputy quartermaster corps, vice Lieutenant Colonel THOMAS CRUSE (deputy quartermaster corps, which is the colonel THOMAS CRUSE (deputy quartermaster corps.

Major EARL C. CARNAHAN (paymaster), assume temporary charge St. Paul office, quartermaster corps, vice Major PHILIP R. WARD (quartermaster), to Camp E. S. Otis, Canal Zone, as quartermaster.

Captain JOHN F. PRESTON (paymaster), assume temporary charge, San Antonio office, quartermaster corps.

Leaves of absence: Lisutenant Colonel HARRY L. HAWTHORNE, coast artillery, one month; Captain MATTHEW A. BATSON (retired), recruiting officer, two months; Captain GEORGE J. HOLDEN, 13th Infantry, three months from October 15; First Lieutenant LEOC, MUCHE, Jr., medical corps, three months from November 1; First Lieutenant LEOC, MUCHE, Jr., medical corps, one month and fifteen days.

NAVY. Captain JOHN J. RYAN (paymaster), report

NAVY.

NAYY.

Lieutenant (junior grade) R. S. EDW? ADS, detached the Burrows; to the Castine.

Lieutenant (junior grade) P. H. M'CRARY, detached the Naval Academy, on leave; resignation accepted, to take effect January 10, 1913.

Ensign R. J. CARSTAPHEN, detached the New Jersey; to the Paducah.
Ensign W. A. HOOGMAN, detached the Rhode Island; to the Paducah.
Ensign W. A. HOOGMAN, detached the Nebraska; to the Paducah.
Ensign B. S. BULLARD, detached the Vermont; to the Wyoming.
Ensign B. S. BULLARD, detached the Minnesota; to the Stringham.

Assistant Paymaster J. A. BYRNE, commissioned.

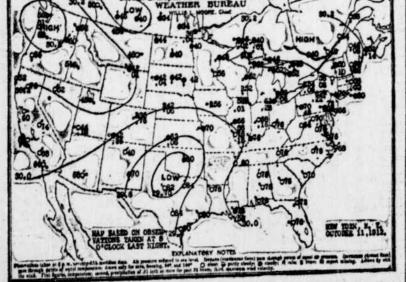
Assistant Paymaster J. A. BYRNE, com-missioned.

Chief Machinist C. G. NELSON, detached the navy yard, New York: to the Rhode Island. Machinist ADOLPH PETERSON, detached the Rhode Island; home, await orders.

oct. 9—The Potomac, at Norfolk; the Wyo-ming, at North River, New York; the Nash-ville, at navy yard, New York; the Vermon and the Vulcan, at Tompkinsville.

SAILED. Oct. 9—The Rocket, from Norfolk for Washington; the Minnesota and the Montgomery, from Philadelphia for New York; the Dolphin, from Boston for New York; the Dixie, from Newport for New York.
Oct. 10—The South Carolina, from Norfolk for New York.

MARINE INTELLIGENCE.



THE WEATHER REPORT.

Official Record and Forecast .- Washington, Oct. 10 .-- A disturbance from the Southwest is wing northeast, and is central to-night over foutheastern Kansas, attended by rains in the entral valleys, the southern upper lake region snows in the central Rocky Mountain region Theer were also light rains to-night in the lower lake region. New England and the mid-die Atlantic states. In the South, the North-west and the extreme West the weather was

die Atlantic states. In the South, the Northor west and the extreme West the weather was
fair.

High temperatures prevail in the Atlantic
and Guif states and the Ohio Valley, while immediately to the northward and westward of
the Western storm centre they are very low,
ranging from 15 to 27 degrees below the searanging from 15 to 27 degrees below the searanging from 15 to 27 degrees below the searanging from 16 to 27 degrees below the searanging from 18 to 28 degrees below the searemail be rain Friday in the central valleys and the lake region, extending Friday
night or Saturday into New England, the midis states. In the central valleys, the upper lake
really fair Haturday, except in the Northwest,
where local rains are probable. It will be
colder Friday in the Missouri Valley and the
Southwest, and colder Saturday in the middle
Mississippl and Ohio valleys, the southern upper lake and western lower lake regions, the
middle Atlantic states, the interior of the Guif
states and in the extreme Northwest.

The winds along the New England coast will
be light to moderate south atlantic coast, light to
moderate south, except northeast and east; along
the middle Atlantic coast, light to moderate
south, except northeast and east on
the Florida coast; along the east Guif coast,
moderate south except northeast and east on
the Florida coast; along the east Guif
coast, moderate cast on Ontario and southeast in
northeast, increasing over southern portion.

Steamers departing Friday for European St
norths will have light to moderate east and
northeast, increasing over southern portion.

Steamers departing Friday for European St

with genrally fair weather, to the Grand

Forecast for Special Localities.—For East-ern New York, increasing cloudiness to-day; Saturday, probably rain; colder by night in-extreme southern portion; moderate east For Western New York, cloudy to-day, prob

For Western New York, cloudy, probably local rains in northern and western portions; Saturday, rain; moderate east winds.

For Southern New England, increasing cloudiness to-day; Saturday, probably rain; moderate northeast to southeast winds.

For Northern New England, fair to-day; Saturday, rain; moderate northeast to east winds. vinds.

For the District of Columbia and Maryland,
enerally fair to-day; Saturday, rain, colder by
ight; light to moderate northeast to southeast

winds.

For New Jersey, increasing cloudiness to-day; Saturday, rain, colder by night; moderate east to southeast winds.

For Eastern Pennsylvania, increasing cloudiness to-day; rain to-night or Saturday; colder by Saturday night; light to moderate east to southeast winds.

For West Virginia and Western Pennsylvania, increasing cloudiness to-day; rain by to-night and on Saturday; colder Saturday; moderate east and southeast winds.

8 a. m....80 1 p. m....58 Official observations taken at United States weather bureaus at 8 p. m. yesterday follow:

HIGH WATER. WIRELESS REPORTS.

The Prinz Friedrich Wilhelm, reported as 1,720 miles east of Sandy Hook at 12:20 a m yesterday, is expected to dock late Sunday or Monday forenoon.

The Amerika, reported as 856 miles east of Sandy Hook at noon yesterday, is expected to dock Saturday afternoon.

The Adriatic reported as 247 miles east of

The Adriatic, reported as 347 miles east of Sandy Hook at 4:30 p m yesterday, is expected La Provence, reported as 925 miles east of Sandy Hook at 10:30 a m yesterday, is ex-pected to dock Saturday forencon.

INCOMING STEAMERS.

| 1 | El Cid Galveston, Oct 4 So Pac | |
|---|---|--|
| ğ | J di Giorgio Honduras, Oct 5 Atl Fruit | |
| 1 | | |
| | ThemistoclesGibraltar, Sept 30Greek San GlorgioNaples, Sept 27Sio-Am City of Savannah, Savannah, Oct 8Savannah | |
| i | SATURDAY, OCTOBER 12. | |
| | *EsperanzaHavana, Oct 8Ward *TennysonBarbados, Oct 6Lamp & Holt | |
| | *P F Wilhelm. Bremen, Oct 5. N G Lloyd *Caledonia Glassow, Oct 5. Anchor *P der Nederl'd'r St Marc, Oct 7. R D W I Kanaas City Las Palmas, Sept 28. Bristol Venezia. Almeria, Oct 4. Fabre C of St Louis. Savannah, Oct 10. Savannah | |

OUTGOING STEAMERS.

TO-DAY.

SATURDAY, OCTOBER 12. SATURDAY, OCTOBER 12.

New York, S'hampton, Am., 6:00 a m. Oceanic, S'hampton, Wh. St., 8:20 a m. IS Juan, San Juan, NY&PR, 9:00 a m. IS Juan, San Juan, NY&PR, 9:00 a m. IS Eminole, T'ks Isl'd, Clyde, 10:00 a m. IS SERIO, MARCHAEL ST. 10:00 a m. P. Sigismund, Colon, H-A., 11:00 a m. Parima, Guiana, Guebec., 11:30 a m. Primand, Antwero, Red Star.

P. Lincoln, Hamburs, H-A.

Cameronia, Glasgow, Anchof Minnetonka, London, At Tr.

Rochambeau, Havre, Prench
Comus, New Orleans, So. P.

Lroquols, J'ksonville, Clyde,

Reazos, Galveston, Mallory. Brazos, Galveston, Mallory, Jomal, Tamna, Mallory, City of Savannah, Sav. Sav Clyde, Kingston, R.M.S.P.

MONDAY, OCTOBER 14. Marowijne, P'maribo RDWI 11:00 a m \$:00 p m Uller, St Kitts, N Y & Dem 9:00 a m 11:00 a m

TRANSPACIFIC MAILS.

Destination and steamer. in N. Y. P.M.
Japan, Corea, China (via Tacoma)
Chicago Maru
Chicago Maru
To-day, 6:30
Tahiti, Marquesas, Cook Islands,
Zealand, Australia (via San
Francisco)—Moana
Francisco)—Moana
Francisco)—Moana
Francisco)—Moana
Francisco)—Moana
Francisco)—Moana
Francisco)—Moana
Francisco)—Moana
Francisco)
Hawaii, Japan, Corea, China, Philippines
Japan, Corea, China, Philippines
Shinyo Maru
Japan, Corea, China (via Seattle)
—Shidzucka Maru
Hawaii, Samoan Islands, New Zealand, Australia (via San Francisco)—Ct. 17, 6:30
Hawaii (via San Francisco)—Wilhelmina
Fili Islands, Samoan Islands, New
Fili Islands, Samoan Islands, New in N. Y. P.M.

helmina Oct. 18, 6:30
Fiji Islands, Samoan Islands, New
Zealand, Australia (via Victoria)
—Marama
Guam, Philippines (via San Francisco)—U S Transport....Oct. 31, 6:30

Port of New York, Thursday, Octo-

ber 10, 1912. ARRIVED.

Steamer Narragansett (Br), London September 25, via Shields 28, to David T Warden, in ballast. Arrived at the Bar at 9:22 a m.

Steamer Patricia (Ger), Hamburg September 28, to the Hamburg-American Line, with 683 cabin and 977 steerage passengers, mails and misse. Arrived at the Bar at 9:15 a m.

Steamer Ossabaw, Texas City, to the Texas City Ss Co, with lumber. Passed in Quarantine at 9:15 a m.

Steamer Prinzess Irene (Ger), Genoa September 25. Naples 27, Almeria 30 and Gibraitar October 1, to Oelrichs & Co, with 168 first cabin, 196 second cabin and 1.496 steerage passengers and misse. Arrived at the Bar at 7:38 a m. ARRIVED.

Chief Machinist C. O. NSISSON, detailed an any yard, New York: to the Rhode Island. Machinist ADOLPH PETERSON, detached the Rhode Island; home, await orders.

MARINE CORPS.

Captain A. P. CRIST (retired), detailed active duty office judge advocate general.

MOVEMENTS OF WARSHIPS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

ARRIVED.

Oct. 9—The Potomac, at Norfolk; the Wyo-

mails and mase. Arrived at the Bar at 2:37 a in.

Steamer Porto Rico, Baltimore, to the New York and Baltimore Transportation Co, with mase. Passed in Quarantine at 9:15 a m. Steamer Vincenso di Giorgio (Nor), Baracoa October 5, to the Atlantic Fruit & Ss. Co, with fruit. Arrived at the Bar at 11:10 a m. Steamer Zacapa (Br), Cartagens September 28, Santa Marta 29, Forto Colombia October 1, Cartagena 2 and Kingston 5, to the United Fruit Co, with 41 passengers, mails and mase. Arrived at the Bar at 2:45 p m. Steamer Ligonier, Beverley, to the J M Guffey Petroleum Co, in ballast. Passed in Quarantine at 4:30 p m. Steamer Momus, New Orleans October 5, to the Southern Pacific Co, with passengers and mase. Left Quarantine at noon. Steamer Hamilton, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mase. Passed in Quarantine at 2:35 p m. Steamer Italia (Ital), Naples September 4.

p m. Steamer Italia (Ital), Naples September 4. Messina 6, Catania 10, Palermo 11, Lipari 18, Tarragona 19 and Lisbon 25, to Hirzel, Felt-mann & Co, with mdse. Arrived at the Bar at 428 p.m. Tarragona 19 and Lisbon 25, to Hirzel, Feitmann & Co, with mase. Arrived at the Bar at 4:35 p m.

Steamer Yumuri (Cuban), Manzanillo September 25 and Santa Cruz October 1, to the New York and Cuba Mail Ss Co, with mass. Arrived at the Bar at 5:57 p m.

Steamer Indrawadi (Br), Yokohama June 30; Kobe July 6, Moji 8, Shanghai 18, Singapore Said 13, Gibraitar 21 and Boston October 9, to Suid 13, Gibraitar 21 and Boston October 9, to Suid 13, Shanghai 14, Shanghai 15, S

sengers and mase. Off the Highlands at very pm.

Steamer Macksy-Bennett (Br, cable), sea. Anchored in Quarantine at 6 p m.
Sandy Hook, N J, Oct 10, 9:30 p m-4Wind northeast: light breeze: partly cloudy; hasy off shore; smooth sea.

Steamers Appalaches (Br), Dublin; Volturno (Br), Rotterdam; Hellig Olav (Dan), Copenhagen; Celtio (Br), Liverpool; Victoria Luise (Ger), Hamburg; France (Fr), Havre; New York City (Br), Bristol; Princess Anne, Norfolk and Newport News; City of Columbus, Savannah; Seguranca, Havana; Hermod (Br), Philadelphia.

STEAMERS AT FOREIGN PORTS.

ARRIVED.

Pernambuco, Oct 6-Weilgunda (Ger), New York via Barbados for Santos.

Lyttelton, Oct 8-Anglo-Californian (Br), New York via Cape Town, Melbourne, etc.

Bombay, Oct 8-Rauenfels (Ger), New York for Bombay, Oct 5—Rauenfels (Ger), New York for Calcutta.
Calcutt.
Cal ceeded). Oct 10, 6 p m—George Washington (Ger), New York via Plymouth for Bremen (and proceeded). The control of the control o de Janeiro, Oct 5—African Prince (Br), w York: 9th, Voltaire (Br), New York via nia for Santos. l, Oct 9—Luigi Clampa (Ital), New York Cadiz, etc.

SAILED. Liverpool, Oct 10-Baltic (Br), New York vis Oct 10, 4 p m-Main (Ger), New

Bremen. Oct 10, 4 p m—Main (Ger), New York.

York.

York.

Pirsus, Oct 6—Patris (Grk), New York.

Hull, Oct 9—Marengo (Br), New York.

Naples, Oct 9, 5 p m—America (Ital), New York and Philadelphia.

Dundee, Oct 10—Trignac (Fr), New York.

Santos, Oct 10—Titian (Br), New York.

Palermo, Oct 9, 7 p m—Sant' Anna (Fr) (from Marsellies), New York.

Queenstown, Oct 10, 1:45 p m—St Paul (from Southampton and Cherbours), New York,

Sabans. Oct 7—Queen Alexandre (Br) (from New York), Yokohama.

Rio de Janeiro, Oct 10—Titian (Br) (from Santos), New York.

New York), New York.

Brow Head, Oct 10—Wells City (Br), New York

PASSED.

Braw Head, Oct 10—Wells City (Br), New York for Bristol.

Perim, Oct 9—Egramont Castle (Br), New York for Penang and Hong Kong.

The NEW and GREATER

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Much Prowling About Parisian Ways Reveals Rodin in a House of Silence

Kate Carew finds the great soulptor in an ex-convent, surrounded by his ghostly creations, and marvels over his hooded eyes and Buddha esque presence. "Art can never degenerate and is never degenerate," he

Why Uncle Sam Says "No" to 25,000 Eager Would-Be Citizens Each Year

clude idiots, criminals, beggars, diseased persons and contract laborer from entry into this land. Transatlantic Airships Can Be Built To-Day

Here are explained the details of the sifting process designed to ex-

Says Great German Engineer Dr. Johann Schuette, whose name is grouped with that of Zeppelin in the designing and building of aircraft, believes all technical difficulties opposing the aerial passage of the Atlantic have been overec

"Sea Soldiers" Have Glorious Records of Daring and Duty Well Done When you read of Uncle Sam's marines calmly stepping ashere in Nicaragua to face deadly machine guns in protection of American in

terests the story needn't surprise you; they've been doing such things

Let's Stoop Down to the Anthill and

Study Civics and Social Life This multitudinous race of moving dots has developed through the hunting, pastoral and agricultural periods like mankind, and students find ideals of government exemplified in its communities. In these colonies the female not only has the suffrage but rules, and such mighty problems as food supply, maintenance of numbers and protion from disease and enemies appear to have been solved.

THE WOMAN'S PAGES

Among the many interesting features on the Woman's Pages is a series of illustrated articles on Interior Decoration which give invaluable aid to those decorating or redecorating their homes. Questions which arise will be gladly answered by the Editor.

TREATMENT OF RADIATORS, by Roger Pulton, is the second of this series of Home Decoration articles

OTHER TIMELY AND INTERESTING ARTICLES! 1. Menus and Becipes for the Week, , 6,

Bich Evening Wraps (Hustrated). With Description of Fabrics and Color Combinations. 2. Bules for Cleaning. 7. Evening Gowns (illustrated). Book Reviews of Vital Interest

e. Pictures of Attractive Dishes.
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1. Two Pairy Tales Jac thrift (illustrated), The Very Unique Pussies.

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(illustrated).

6. Stories by our Contributors. Now to Make a Shoe Eor and Foot Rest (diagrams). Editorials by the Editor, which are really talks with our readers, and other interesting things. Toto is a clever monkey.

Beautiful Pictures Given Free for the YOUNG in Years or in Spirit.

Make the mighty ocean

And the pleasant land. A beautiful picture in color typifying the above lines, which are familiar to every child, will be the fourth in The Tribune's series of fairy-story characters which are being given FREE every week with the Sunday Tribune.

acters which are being given FREE every week with the Sunday Tribuna.

It was a little difficult to fit a suitable character to the lines, but Miss M. L. Kirk, the famous painter of pretty child figures, has succeeded admirably. A charming baby girl, with lovely face and form, laughing in gies, sits on the beach near the edge of the blue sea and joyously pours sand fints a sits on the bach near the edge of the blue sea and joyously pours sand fints a water hole she has made with her toy spade—simply that and nothing more, water hole she has made with her toy spade—simply that and nothing more, water hole she has made with her toy spade—simply that and nothing more, water hole she has made with her toy spade—simply that and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist has put so much life and spirit and happiness into the tiny yet the artist and nothing more.

THE MAGAZINE SECTION OF THE SUNDAY TRIBUNE

is going to be a number worth ordering in advance, if you are not amo those fortunate persons who read it regularly. It will have stories and filustrations by some of the eleverest people of the day. The leading article is a joy both in theme and in style.

"PUTTING IT OVER." tells all about how it is done. Mr. Davis is himself one of the best known press agents in America, and he knows the game from the time of Barnum to the present, with all its variations. He frankly tells many hitherto unpublished tales of how he and others have made news sensations by the yard.

HOW I EARNED MY FIRST DOLLAR. By Vice-President Sherman and Senator Kern Vice-President Sherman and Senator Kern.

Vice-President Sherman earned his first dollar by leading a horse from a hay fork for two weeks—and spent it going to a ball game in a city twelve miles distant, to which he walked rather than devote any part of that preclous money to such an ignoble purpose as railroad fare, of that preclous money to such an ignoble purpose as railroad fare. Senator Kern of Indiana, who was Vice-Presidential candidate with Senator four years ago, earned his first money by building the first and Bryan four years ago, earned his first money by which he was paid five sweeping out the schoolhouse when a boy, for which he was paid five cents a day. He held on to the money for a year before he learned the rudiments of the art of spending. These two famous men tell about the incidents in our next number.

By Glenmore Davis.

THE JAWS OF THE PIER. A story of love and heroism on the Great Lakes, by Morgan Roberts

A SUFFRAGIST CONVERSION. A humorous tale of New York politics, by Joseph O'Bries,

A thrilling story of an American girl's experience in India, by Michael

NO OTHER WAY. The great serial by Gordon Molmes. These are a few of the Special Features in next Sunday's TRIBUNE, which will else contain all the Cable and Telegraph News, all the General News, all the Society and Resort News, and more comprehensive Sporting

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